

Transportation IWG Meeting Summary
Monday, June 2, 2008, 9:00 a.m. to 12:00 p.m.
Moscow Room, Sea-Tac International Airport

In Attendance

Co-Leads:

Dennis McLerran
Katy Taylor
Lon Wyrick

Puget Sound Clean Air Agency
Washington Department of Transportation
Thurston Regional Planning Council

Workgroup Members:

Genesee Adkins	Transportation Choices Coalition
Gordon Black	Bicycle Alliance of Washington
Barbara Culp	Children's Hospital & Regional Medical Center
Preston Feight	PACCAR/Kenworth Trucks
Bonnie Geers	Weyerhaeuser/Quadrant Homes
KC Golden (by Phone)	Climate Solutions
Lynne Griffith	Pierce Transit/Washington State Transit System
Wayne Grotheer	Port of Seattle
Jemae Hoffman	Seattle Department of Transportation
Bryan Imai	Washington State Auto Dealers Association
Dan Keefer	PACCAR/Kenworth Trucks (Alternate)
Mike Kreidler	Washington State Insurance Commissioner
Kim Lyons	Washington State University Energy Program
Michael McGinn	Sierra Club
Carol Moser	Washington State Transportation Commission
Ashley Probart	Association of Washington Cities
Carla Pryne	Earth Ministry
Bob Saunders	Washington Department of Ecology
Liz Warman	Boeing and Commute Reduction Program

Absent:

Bill Kidd	British Petroleum
Bonnie Mager	Spokane County Commissioner
Glenn Miles	Spokane Regional Transportation Council
Dave Overstreet	American Automobile Association
Gary Prince	King County
Kurt Vinnish	Tribal Transportation Planning Organization
Larry Pursley	Freight/Trucking Industry

Support:

Keith Cotton	Washington State Department of Transportation
Anne Criss	Washington State Department of Transportation
Seth Stark	Washington State Department of Transportation
Rob Willis	Ross & Associates Environmental Consulting, Ltd.

Background Documents

(Available online at http://www.ecy.wa.gov/climatechange/2008CAT_iwg_tran.htm)

- Agenda

Discussion Items and Key Issues

1. CAT Process and the Transportation IWG

- 1.1. Tony Usibelli welcomed the group by phone. On behalf of Jay Manning and Julie Wilkerson he thanked everyone for their willingness to work on this process.
- 1.2. Tony emphasized the importance of linking the Transportation IWG (TIWG) with the Climate Action Team (CAT), as well as the Growth Management Act (GMA) and State Environmental Policy Act (SEPA) climate change processes, and the Western Climate Initiative.

2. Review of the CAT 1 Transportation Related Recommendations

- 2.1. Dennis McLerran provided an overview of the CAT 1 recommendations for transportation.
- 2.2. A member asked about aviation and was told that it was addressed in the pricing section of the recommendations.
- 2.3. A member encouraged the group to review the T2 section of the recommendations since HB 2815 does not cover it in its entirety. This was added to the list of “parking lot” issues.

3. Identification of additional VMT-reduction strategies for Transportation IWG consideration

- 3.1. Members discussed the goal of the group to reduce VMT with measurable results and an approach that everyone can buy into and understand. The challenge is to find a way to meet VMT reduction goals with different strategies that consider both urban and rural areas.
- 3.2. The Co-Leads commented that group’s strategies should have three characteristics. They will be 1) science-based, 2) balanced/scalable, and 3) strategic.
- 3.3. The group discussed the need to develop cross-cutting strategies across various implementation scenarios and timeframes.
- 3.4. Participants commented on the need to conduct a full analysis based on accurate data. Assurance of currency in the analysis was added to the “parking lot” list.
- 3.5. The group talked about the importance of delivering common accounting methodologies to test the strategies in place. The issue of common accounting methods, including tools for local jurisdictions, was added to the “parking lot” list.
- 3.6. Members suggested that the group look at ways to improve access between centers such as Sea-Tac and Olympia, for example, including airport and ferry terminals. A member commented that this involves a discussion about land use, both short and long term.
- 3.7. Member discussed considering ways to reward local governments, possibly with greater revenue options, as a response to assisting with statewide goals and providing alternative services to the single person vehicle (Link to GMA and T2 Parking).
- 3.8. Members discussed the need for flexible funding options for local jurisdictions. The issue of local funding assumptions was added to the “parking lot” list.
- 3.9. The group talked about the need to keep funding strategy discussions on the table and not to feel constrained by the timeframe for completing its work or by the political challenges associated with those issues. The issue of prioritizing existing funding, identifying and prioritizing new funding was added to the “parking lot” list.
- 3.10. It was suggested that shopping centers and church parking lots could be used to expand the park and ride system. The issue of local ordinances to enable park and rides was added to the “parking lot” list of issues, specifically for the SEPA IWG.

- 3.11. A member suggested considering diesel fuel for busses and ships as part of the strategy discussion.
- 3.12. A member suggested talking about connectivity between ferries and buses.
4. **Preview of Partner ongoing VMT-Reduction Programs**
 - 4.1. Keith Cotton and Seth Stark, WSDOT, presented an overview of WSDOT's VMT Reduction Programs. Briefing papers on these programs will be available on the TIWG SharePoint website.
 - 4.2. Lynn Griffith presented the VMT Reduction Programs for Pierce County.
 - 4.3. Barbara Culp gave an overview of the programs being provided by Children's Hospital and Regional Medical Center.
 - 4.4. Liz Warman announced that the Boeing CTR Board met last Friday. The Board would like to make resources available to the TIWG as needed.
 - 4.5. Bob Saunders gave an overview of VMT Reduction Programs underway at the Department of Ecology.

Next Steps and Agreements:

1. Members will receive an email regarding preparation for the next meeting.
2. Ashley Probart provided a spreadsheet for calculating personal VMT and asked the group to track their miles traveled.

Public Comment

(Comments from Transportation IWG members were not included here.)

1. David Hiller, Cascade Bicycle Club, commented on the importance of alternative transportation. Commuting is not the only transportation need.
2. Doug Levy, representing multiple cities, responded to the discussion on funding. He commented that the challenge is not just the small programs but also the big transportation budget. He also stated that planning directors need assistance from this group with creative regional tools. He asked whether discussion of credits for plug-in vehicles was on the table for this group. The topic was placed on the list of "parking lot" issues.
3. Leslie Stanton, Puget Sound Clean Air, made the comment that even aggressive improvements in technology will not get us where we need to go. Reduction in VMT is necessary to meet our goals.
4. Jonathan Olds, WSDOT Ferries, told the group that he worked on the Transportation TWG last year and that the issue of hybrids was taken into consideration. However, other reduction is needed to achieve statewide goals.
5. Paul Parker, WA Transportation Commission, commented that there is a reason to be careful about assuming too much reduction in greenhouse gas emissions from hybrids or other vehicles. He stated that we do not know the cost of those vehicles over time. He said that a stronger transportation system than the one we have is needed for those who do not have the option of moving to those type of vehicles, as well as for the market that does not want to drive.

Next Meeting

The next Transportation IWG meeting will be a teleconference on June 9th from 9:00 a.m. to 11:00 a.m.